

Young Officers.
General Wood, commander of the department of the east, wants the grading system of the army so changed that officers above the grade of captain can attain the higher grades at least ten years earlier than under the present system. His contention is that as the law governing promotions now stands the best years of a man's life must be spent in the minor positions.

There is merit in the suggestion of General Wood, though it all officers enjoyed such opportunities as he did a change in the law might not be deemed necessary. His rise in the military service has been phenomenal, but he has made good and justified the confidence of those who supported him and placed him where he is. It seems desirable, however, that the rewards of faithful service should come to the men in the army before age necessarily renders their service less effective.

The army, too, would feel the stimulus of fresh blood and quickened activity among its commanding officers. Especially in time of peace there is great danger of falling into a rut, and the plan of General Wood involves the placing in command of officers who have not lost the power of initiative.—*Milwaukee Sentinel.*

RIVERS AND HARBORS CONGRESS

Views About Policy of Waterway Improvement Told in an Experience Meeting.

Washington, Dec. 9.—An experience meeting, in which more than a dozen delegates to the convention of the National Rivers and Harbors congress told what they thought about the policy of improving the waterways of the United States, and of the methods that should be pursued in bringing about the end desired by them all, characterized the meeting of that organization today.

Plea for National Improvement.
One of the strongest pleas for national improvement was the flowing highways of the nation was made by Secretary Nagel of the department of commerce and labor, who declared that the very nature of interstate navigation made the national government responsible for providing suitable water courses for carrying on commerce. Neither private enterprise nor state appropriations could be permitted to improve these waterways, he said, so that if they were to be looked after at all the general government would have to do it. Without making a distinct reference to the issuance of bonds for doing this work he suggested that what was done should be accomplished in a way to assure the prompt completion of a comprehensive project.

How the East Has Been Outstripped.
Representative J. Hampton Moore, president of the Atlantic Deep Waterways convention, who caused much enthusiasm, showed how the east has been outstripped by the middle and the far west in transportation facilities. During the car shortage of 1908 and 1907 he said the people of the east awoke to the need of the inland passage along the Atlantic coast as a means of placing the industries there more nearly upon an equality with those of more progressive citizens in the middle west and on the Pacific coast.

A Couple of Don'ts.
One of the most interesting speakers of the day was Senator Burton of Ohio. He told the delegates that he had a couple of "don'ts" for them to remember. He admonished them not

to allow any sectionalism to enter into their efforts for waterway improvement and cautioned them against abusing rivers and harbors committees.

Suggestions.
Herbert Knox Smith, commissioner of corporations, suggested that the local communities to be benefited by waterway improvements ought to provide suitable terminals, which would not only be necessary, but would act as a check upon any tendency against communities seeking improvements in which they would not be willing to invest in part.

Other addresses during the day were by President Cameron of the Farmers' National congress; ex-Governor McMillan of Tennessee; Frank G. Allen of Illinois; William C. Pitts of Alabama; Dr. F. J. O'Connell of New York; P. W. Johnson of the United Commercial Travelers of America; and Representative John Small of North Carolina.

Will Hill Aid the Insurgents?

The republican insurgents are really expecting to be able to overturn the house rules at the present session of congress. With the aid of the 171 democratic votes, 25 republican insurgents could control the house. They have two tasks before them, viz., to capture the 23 democrats who in March last voted with the Cannon machine, and to then bring their own number up to 35, or up to 48 if the 23 democratic votes cannot be secured. Each is a difficult task. The 23 democrats have been coddled with committee assignments, patronage, etc., and may therefore be inaccessible to argument against Cannonism. Not securing these votes, the insurgents must look to their own side for 48 votes, and they hope to secure them from members who have been punished by the speaker for having voted against the rules or against sundry items of the tariff bill. Among the republican members who are named by the insurgent leaders as possibly to be ranked against the rules which give automatic power to Speaker Cannon and which power has been grossly abused by him, is one Connecticut representative, Mr. Hill. As may be remembered, the speaker punished Mr. Hill by omitting his name from the list of the tariff bill conference committee, a position to which he was fairly entitled by the precedents and by his attainments. Judging from Speaker Cannon's vindictive, unforgiving character, he will continue to punish Mr. Hill in every possible way. The Connecticut congressman would be fully justified in joining the insurgents, and most assuredly public sentiment would approve such action by him. Nor would his refusal to aid the insurgents be likely to placate Speaker Cannon. Uncle Joe never forgets or forgives.

Mr. Hill has, however, always been a stickler for "party regularity," and it may be that he will, for that reason, decline to aid the insurgents. It would be, in the farmer's opinion, an error of judgment, for anti-Cannonism has become a very important matter. The speaker blocks obstinately the wheels of progress; he has learned nothing for a score of years, and the republican party never made a greater blunder than it did in giving him the second place in the government.—*Bridgeport Farmer.*

Too Late to Be Counted.
The mummy of Rameses has reached New York. In the good old days this would have meant another Tammany vote.—*Philadelphia Ledger.*

No Accounting for Bill.
Mr. Bryan does not object to being known as the little brother of the Oklahoma constitution.—*Chicago News.*

Naming Country Roads.

This idea, that comes from the west, of naming country roads, seems to meet with much favor. It is understood of course that many highways in the east and in the west bear names today and have borne names for years, but even in New York, New England and other eastern states where the good roads movement has been strong for a century and where the naming of roads has been carried farthest, the roads that are named without some special reference to locality and local interests are comparatively few. The western idea is that the country roads shall be as carefully and generally named as are city streets, and in such a manner that matters will be made easier hereafter for the map maker, the guide book compiler, the postman and the automobilist, to say nothing of the pedestrian.

For the latter personage must be considered, and he must be considered apart completely from all of our latter-day preconceived notions of the man who takes to the road. The gentleman pedestrian is as sure to be out along those good roads as soon as they shall be made attractive as the roads are to be built.

The idea of naming the rural roads, in any case, is a good one, for in these days of rapid transit by motor car and airship one cannot know too much about the lay of the land.—*Meriden Journal.*

He Sat Tight.
"Arthur Smith," said the teacher, impatiently, "what is it you are fidgeting with?" Although the lad colored up, he did not reply. The class "squeaked," however, was ready, as usual, with full information. "It's a pin he's got," he said, triumphantly. "Take it away from him and bring it here," said the instructor. The offending pin was taken to her, and there was no more trouble from Arthur. Presently it was the youngster's turn to read, but instead of standing up as the other students had done, he sat still and looked frightened.

"Well, why don't you proceed with the reading?" exclaimed the teacher. "If you misbehave any more I shall make an example of you," said the teacher. "Please, teacher," stammered little Arthur, "I can't stand up 'cause the pin you took keeps my pa-pants up."—*Philadelphia Times.*

Worth Five Years' Time.

It seems the Norwegian explorer, Amundsen, is planning to go up through Bering Strait in the Fram. Nansen's old ship, bore through the ice until frozen in, and then drift, hoping the drift will drag him across the pole. That was the plan of the ill-starred Jeannette expedition. But the Fram will stand a good deal more squeezing than the fragile Jeannette. Amundsen thinks it will take five years and if he accomplishes what he hopes, says it will be worth that big piece out of his life, and more.

Why Does It Exist?

A door that swung inward was one of the complications in the Illinois mine calamity. It seems strange that a contrivance identified with so many shocking tragedies should be permitted to continue its fatal work.—*St. Louis Globe-Democrat.*

For Posterity Only.

Woodrow Wilson's excursion to the presidency by way of the governorship of New Jersey is for future reference only.—*Pittsburg Gazette-Times.*

Winated.

Col. S. E. Horne was re-elected commander of the Palmer Grand Army post Tuesday evening.



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- Dr. Wm. L. Boserman, of Buffalo, N. Y., says: "I am pleased to speak a good word for your Castoria. I think so highly of it that I not only recommend it to others, but have used it in my own family."
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